

Club Lines



Club Lines Editor

Ralph Watson 07 3262 6227

Email:

clublines@scalextricaustralia.com

Handwritten: P.O. Box 5601,

Alexander Hills,

QLD 4161

Faxes: 07 3882 0938

The Official Newsletter of the Australian Scalextric Racing and Collecting Club ^{INC.}

www.scalextricaustralia.com

In the spirit of friendly competition and mutual co-operation

Committee

President Mr. Dave Hannaway

Phone/fax 07 3882 0938

Email: dave@scalextricaustralia.com

Vice-President Mr. John Corfield

Ph: 02 9624 7141

Email: john@scalextricaustralia.com

Secretary Mr. Peter Drury

Email: peter@scalextricaustralia.com

Public Officer Mr. Andrew Moir

ASRCC Membership/Web Site Liaison

Mr. Bill Holmes/Mrs Jan Holmes

Ph: 07 3207 2211

Email: bill@scalextricaustralia.com

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TVR T400R THE FUTURE IS HERE?

Not another TVR! Another repaint! Ho Hum
But HEY HEY, Have a look at this one.

Its not the old Speed 12, and it's not a Viper, no
it's a harman/kardon?? What's That? Nope
that's the sponsor!! It's a TVR T400R and
harman/kardon make some type of audio
system.

Most club members should be aware of the old
TVR as that's the car that was made into the
Club's Car a couple of years back. The T400R
is a very different beast, it's a jump forward
into the new millennium. The old 12 speed is a
clunker in comparison!

The detail paintwork and graphics are the first
things you notice, dark blue with Italian red.

Model detail is right up there with the best
featuring a fully detail cockpit and driver. The
windscreen even has a central wiper. Like the
speed 12 the bonnet has a cowl covering the
front third only that with the T400R's is a very
shapely one. The T400R is one hell of a sleek
package!

But really what makes the T400R different?
A front mounted engine with the long drive
shaft to the rear wheels. The tunnel through the
centre of the cabin floor is therefore truly
functional!
The transmission otherwise is the conventional
crown gear and pinion.

Front and rear tails lights, only this time we
have circuit boards with leds in front with a pair
square jiggers for the rear. I just haven't seen
them before and cannot name them. Suffice to
say that they are electronic.
Lighting wiring is about half the gauge as that
for the engine.

Power to the ground; five spoke black mags
with the usual de rigueur disc brakes that we

have all become accustomed to these days are
fitted with silicon rubber tyres.

The other feature is a new type of guide blade.
A plastic disc holds the braids and simply slips
over the guide blade and clicks into place.
Whether we see this replacing the self centering
spring system introduced a couple of years ago
we'll have to wait and see, but it will be
interesting hearing opinions on this issue.

Performance wise is up there however it
appears that the really fast cars are those fitted
with the sidewinder motors. (With the
exception of the F1's I suppose)

Its still a bit new to tell but I think the magnet
holds it back a bit. I think the problem is the
Scalextric policy of one magnet fitting all while
a magnet of a different strength might suit some
cars. There may be a market in the production
of a magnet kit for performance slot car
junkies? The T400R seems to need to slide in
the corners to help offset its narrow track to get
around a bit quicker.

There are two magnet positions plus for the
Sports version a button magnet is provided for
fitting beneath the front axle. Further research
will determine the best positions and I'm sure
can improve the handling by just magnet
position selection.

Being an issue of one in 8000 I cannot see the
collectability of the car but its looks will sell it
very well and should see it used for its intended
racing purpose.



Peter Drury

ARMCHAIR RACER

Shop 9 / 73 Longueville Road, Lane Cove, NSW 2066

Phone 02 9420 8111 Fax 02 9418 9922

e-mail jim@armchairracer.com.au www.armchairracer.com.au

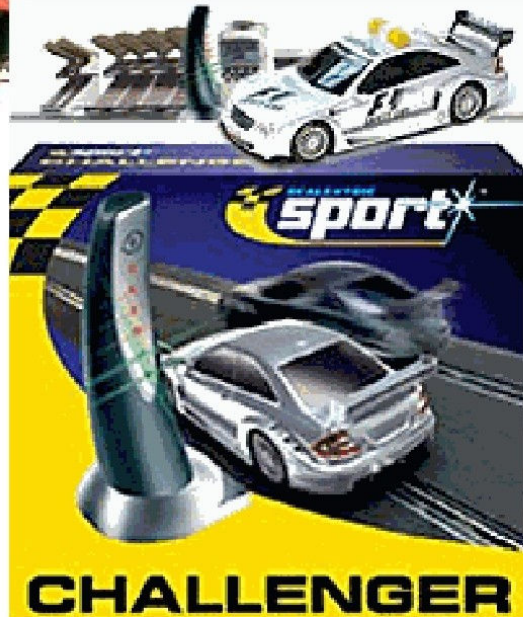


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Issue 121

Feb 2004

The Original Scalextric GT 40 1/32 Scale Slot Car

By Gordon Heber

When I was about 12 years old I saved my pocket money and bought (from memory) the X-5 Scalextric Set. This set was a figure of eight configuration with two GT 40 slot cars supplied. One was sky blue, the other white, and my family raced them for months having great battles on the track. It was with pleasure that I found a similar car in a box of slot car wrecks and managed to purchase the car for \$10.00 last November from fellow member Mick McGrath.

The car was a mess, it had brown paint partly covering the original blue plastic. The paint came off easily after soaking in a caustic soda bath for a few days. The original plastic was badly etched with scratches so the body was sent to the panel shop where it received a coat of new blue paint giving new life to the car. It was one of those slot car magic moments receiving the newly painted body as I realised this was going to be an excellent restoration. The plastic rear axle bearings were totally worn out so I glued a 5mm piece of 1/32" brass rod into both sides of the axle carrier which gave the drive chain a perfectly smooth operation. Luckily I had stored away in special place where slot car parts are hoarded for years a set of original GT40 front and rear wheels with good tyres. Member Mike Edwards gave me the wheels five years prior. The car was coming together.

The decals which I am waiting to arrive from England will be obtained from a guy called Steve Cannon who specialises in old Scalextric parts amongst other slot car stuff. He also is supplying me with an AC Cobra windscreen and the March wing and airbox. A very handy person to know. stevecannon@proweb.co.uk.

On the track the car runs as well as I remember. The large can grey Johnson motor delivers

adequate power to the rear wheels sufficient to get the car into big trouble on most corners. It has a high centre of gravity which adds to the thrill of the drive. Running this car around the track immediately takes me back 33 years in time when my biggest challenge in life was saving up for my next Scalextric car and beating my older brother in the family competitions. If you see one of these cars for sale on Ebay or elsewhere I strongly suggest you buy it as it is a part of Scalextric history from the sixties. I guess I bought my X-5 set in 1970 and the GT 40 was around prior to that. I'd appreciate an educated guess as to the year Scalextric commenced making the GT40. My restoration project GT 40 is a total success with the car running to it's maximum potential and doing so with it's original elegance and style oversteering around the corners and hammering it down the straights. It won't handle like a modern magnet car but that's the charm and skill involved in bringing these old pieces of technology back to life.

In summary it's every slot car collectors obligation to have an original Scalextric GT 40 in their collection. I've had mine for three months and it stays in the collection of cars that goes to race meets and gets track time consistently because it's a Scalextric classic.

Gordon Heber 16.02.04



An original Scalextric GT40

Le Mans The Movie (some more info..)



Got this info from someone on Home Racing World. Just some extra stuff from the movie. Great read though!

Derek Bell drove the "Eric Stahler" Ferrari (he even scorched his face when the car caught fire on the way back from shooting a scene)... though Siegfried Rauch (Eric) also did some driving.

There's at least one story of Derek Bell and Jo Siffert squeezing McQueen's 917 between theirs as they filmed a 3-car chase down to the Ford chicane, so Jo obviously did some of the 917 driving.

Other than McQueen, only 4 other actors were allowed to drive any of the race-cars: Hal Hamilton, Siegfried Rauch, Jean-Claude Bercq and Luc Merenda.

Steve did much of his own 917 driving (including the recreation of the first lap)... referring to the #20 car as "my" 917.

Others to drive 917's included David Piper (who lost his leg in a crash of the #21 car)

Herbert Linge was the only driver that Porsche would allow behind the wheel of the 917 Salzburg long-tail, used to re-create some of the opening lap scenes.

Linge also doubled as one of the #20 car drivers.

Jonathan Williams doubled as one of the #21 car drivers.

Michael Parkes doubled as one of the #22 car drivers.

A total of 41 drivers participating in the shooting of the movie, including:

Masten Gregory/ Herbert Muller/Jo Siffert
Rolf Stommelen/Brian Redman/Richard Attwood/Vic Elford



New South Wales Racing Track Review

PYMBLE RACEWAY



Mark Lavericks Pymble Raceway is an awesome looking two lane predominantly Scalextric track with the odd Ninco corner thrown in. Sitting on a large thickened “L” shaped baseboard it is at 135 feet long a very enjoyable track to race on. The baseboard itself weighs approximately 500kg and is hoisted into the ceiling space of Marks garage by a 450kg capacity and a 900kg capacity winch using 1750kg breaking strain “Sail Line”. The most notable thing about the baseboard is that it can, and often does, hold a mans weight, and does it with ease!

The current configuration of the track is about four years old and it has a very Bathurst/Mt Panorama’ish feel to it. With it’s long straights leading into the medium to tight middle sections, it opens out a little bit before dipping down and then beginning the climb up through the cutting before cresting the hill and then beginning the descent back down onto the fast main straight again. Lap times around the circuit vary from class to class but an average lap time is about fourteen seconds.

The nature of the track varied as you travelled through the different sectors and one feature of the track that a few of us found was that if you were able to get a bit of a break on

your competitor you were then able to take a “breather” on the easier, quicker sections whilst your opponent was still battling his way through the harder sectors. Another feature the track had which added to its overall appeal was that most of the corners were positively cambered, and this increased the overall performance of the track immensely.



The hill is made from MDF supports or “ribs” which are placed strategically throughout the profile of the hill. The top of the supports have been cut to the required angle, which ultimately gives the track when it is laid down its camber. On top of the ribs is laid the masonite, which is what forms the base for the track pieces themselves. The result is a very realistic hill climb complete with dips, switchbacks and cuttings. Not only does it look good it is superb to race on, and the fact that the hill was responsible for only a small percentage of the nights deslots I would have to say that Mark has got his hill **RIGHT!**



The track diorama (and, as Mark put it to me when I asked him; “we never wanted a magic track with a pretty village, we wanted a country road”) is reasonably basic, but it is low maintenance and very effective. The sides of the hill has been coated with “cornice adhesive” and has been coloured at the mixing/application stage thus negating the need to paint. The base to which the adhesive was applied was common flyscreen, which had been tacked to the cliff faces to give the adhesive a good grip. Also placed on the hill were several lumps (and pretty sizeable lumps they are too!) of real life sandstone. This is just another indication of how well this baseboard and track has been built.



The track inlays were made from artificial turf, which works quite well. The more important fencing on the high-speed sections of the track is simply “gutter guard” which has been cut to the required height and length. This allowed cars to deslot and hit the fence without doing any damage.

The lighting is once again cheap, easy to build and very effective. The light posts have been made from plastic tubing which allowed the wiring to be run up through the centre of the tube. The diode type globes were simply hung out the top of the tube, which was then simply topped with a plastic bottle top.

A simple but very effective “Park Ferme” was created in front of the drivers positions and is large enough to hold at least a dozen cars. The base of the park is simply timber batons which have been laid side by side

but have been left apart slightly thus creating a slot into which the guide pins can sit.

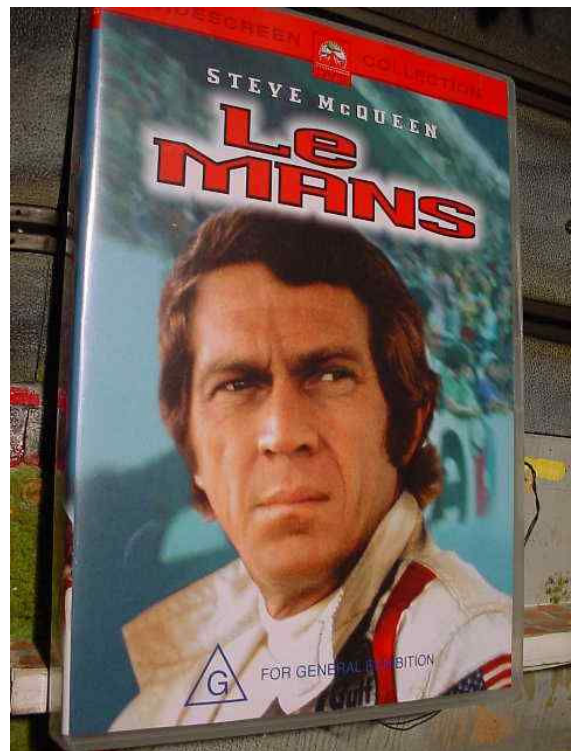
The power supply is an off the shelf item being a Switching Power Supply, 25A 9 – 15V DC adjustable source supplying both lanes. The track uses 45 Ohm Parma hand throttles and is set up with brakes.

Although this could be a very intimidating and daunting track at first glance it is actually quite a nice track to go racing on, and in fact probably has the best hill you are ever likely to see!

Steve Terry

THE LEMANS COMPETITION

From all of the entries there was one that was outstanding. Congratulations go to Alan Quinlan. Well done Alan.



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THE POPULAR TOY

Its been a while now since I've picked up one but I suppose that's because we are getting a bit older and the generations that created them have grown up but every so often I would find one: the slowly disappearing guide blade.

They are the guides that fit onto the cars that are so popular with their owners that they use them so often as to wear the guides away.

This occurs as the cars run round and round those oval tracks quite often with the ubiquitous banked corners which give the constant right hand corners so the guide wears from its leading edge predominantly on the left hand side of the blade. (The polarity of the wiring from my experience runs the cars in a clockwise direction)

The cars upon which this is found from my experience are the P4 Ferraris, Mirages, Javelins, Electras and Ford 3Ls. It could also happen on the figure of eight tracks especially when one turn can be taken a faster speed than the other.

This phenomenon of the *slowly disappearing guide blade* is something now I believe relegated to the history books as all new Scalextric cars now come with two spare guides. This coupled with the plethora of new models and their relative affordability compared to that of the 1960's and 70's I believe has seen to the demise of this practice.

The kids of yesteryear did not have the range and the choice of toys and when they found one they liked it was often the only one that they ever got, make that two if it was a Scalextric set. But if they had a sibling or two the Scalextric cars were always receiving a thrashing.

It would be nice to think that today's Bathurst sets will get a similar thrashing and become the nostalgic toy that Scalextric was and still is for so many of us 30 or so years ago

Peter Drury

A HAPPY ENDING

Some recall the last Armchair Racer Enduro with opportunities taken, some with opportunities lost and Team Terry...well... we'd rather not think about it! If ever a Team copped a hiding, it was Team Terry, and in more ways than one! Although it was a great night, and a lot of fun was had by all, our Team Terry Footstinks Ford GT40 has yet to forgive us for our poor attempt at Enduro racing. And here's why!

Every car that raced on the night left the venue with at least one part not in it's original position. Our car however, left the venue with pretty much only the paint left in it's original position! If it could fall off, it did fall off!

Every cloud has a silver lining, and every story has a happy ending, including this one. After spending several months stashed away in a dark corner so I wouldn't have to look at it, it was time to 'rebuild' the battered Ford, and hopefully return it to its former splendour.

Armed with a tube of glue and a pair of tweezers I attended the patient, and, an hour later found myself polishing the last finger print of what was once again, a normal looking GT40. With only a few minor blemishes to show for it the car was once again ready to take to the track, and show everybody what it is made of.



The rebuilt Ford.

A Scalextric's Dad's Tale

“OOHHHH WOW DAD, DID YOU SEE THAT?” came the excited voice of my young bloke. “Nicholaaasss! I said, (in what I hoped he would hear as a stern voice) that is NOT how you treat that car!” “That”, was a Ninco McLaren GTR, which had just suffered another trip into the baseboard walls at something akin to light speed. They were using Ninco's because that was the only model that I had two off in the house, and amongst the half dozen Scalextric cars that were present was a Club Car, which, needless to say, was totally out of the question!



Next came the usual routine.

“What do good drivers do?” I asked my kids, Nicholas and Teigan.
“They don't have accidents” they happily chorused in unison.
“Well, see that you are good drivers” I replied.
“Yes dad” they chorused again.

And so it goes. Within five minutes of walking out of the back room and into the kitchen I hear the sacred Talisman again, “oh wow dad, did you see that?”
Ho Hum!

Then there's the other good old standby, “don't drag your cars backwards, pick them up and move them!”

“Why?” comes the reply, which is closely followed by “Aww dad, it's not working!” as the car splutters of down the main straight throwing sparks from the battered braid all over the place! When all you want to do is have fun the “why” doesn't matter, especially when you're six and eight years old!

With all this happening on a little two lane track (which would be all of six metres in total length) in the back room, dad often found himself being race marshall and coach as well as chief mechanic, all the while missing out on “the action and thrill” of driving. Then after a decent interval I ask the question, “Who's gonna jump off and give dad a go?” where as, as soon as one jumps off, the other will invariably suggest that they go outside and play! Bugger!

Luckily though, I do have the Scalextric Pacer unit fitted to this track, which nearly always cops a work out when ever this kind of thing happens.

Which was quite often.

With the completion of my shed (or more accurately, the near completion, for as soon as it was lockable, down went the track!) in the back yard I was able to build my four laner, which had been languishing under one of those “five year plans” which was currently into it's sixth year! With this done and all the basic work which you need to do to make a track enjoyable it was time to make the graduation from two to four lanes. Although the kids were aware of what was happening in the back yard (you can't hide a shed that's as big as a single garage!) they didn't know the “WHY”, and, as they appeared to be quite happy about not knowing the “why” I happily kept them in the dark!

With the track being designed, laid and tested under the “six beers” principle (ie. how long did it take you to come up with this? Answer – six beers!) it was time to unveil the track to the littlies.

With a flourish the doors were thrown open and the kids ushered in with delighted cries of “wow, look at that”
“Dad! Can we get some cars, please, please, please”
“Well, I didn’t build it to look at” came the reply.
(Actually I had quite a lot of help from the brothers in the building of the shed and everything else, so they deserve a big THANKS as well.)

The track has only been in it’s home for a few months and there is still a fair amount of work to do to it, but as far as enjoyment goes, it’s been a huge hit. Not only can we all get on and have a go, we’ve all now got a hobby that we all enjoy in equal amounts! I did quite often find myself arriving home from work after picking Hecke and Jeckle up in the back yard kicking a couple of balls around. Unfortunately, the boy likes football (I wanna be a wallaby is his latest catch phrase – bloody world cup!) and the girl likes soccer, so I found myself kicking them around at the same time!

With the advent of the four laner, however, we can go “straight to the shed” with a couple of cars and get stuck into “the latest craze”. It wasn’t long before I found out that although the young bloke was the more vocal and enthusiastic of the two, it was the girl who has so far turned out to be the better driver! While he is still saying the sacred Talisman (and on a regular basis, I might add) and giggling just as often, it is Teigan who is doing the old British Paints thing by just keep on keeping on!

The beauty of having a hobby like Scalextric is, for me, the fact that I have found something (apart from the usual crop of sports and games that do the rounds in a seasonal manner) that we can all enjoy at the same time! Not only is it an all weather hobby which is great for those rainy days, it is so far the only hobby I have found that can make them sit still, as it were, for any length of time! If only I could get them to stop doing things to the cars which usually ends with fits of giggling and that immortal “Oohhh wow dad, did you see that!”

Steve Terry



Throttle Boxes:

Being one of the lucky members of the club who have a Slot car Wife as apposed to a Slot car Widow I am being constantly haranged and harassed by wife Michele to 'get out there and work on that track! Which is far better than 'are you going to stay out there all bloody night' followed by a series of frosty looks and a furious silence that tells you that the planet Earth is no longer a safe place for you to be standing on...but like I say I'm one of the lucky ones.

The last bit of haranguing & harassing I've just been through has been on the subject of Throttle boxes. Having seen them in use at Armchair racer, Pymble raceway and more recently at Pinegrove I thought my own track could benefit from a pair so I mentioned this to The Cheese & Kisses whose immediate response was 'get out there and do it'!

The throttle boxes are made from 15mm particle board (the base), which is cut to 120mm long by 95mm wide while the side's consist of 6mm MDF cut to a height of 135mm And glued & nailed with PVA wood glue and 15mm X 1.6mm brass escutcheon pins and then covered with multiple coats of a gloss white water based paint to give it a nice shiny white finish.

Before mounting to the side of the track I thought I'd do a quick test to make sure everything works right and I wouldn't look like a goose (a common occurrence let me tell you!) So it's out to the track with the boss armed with a throttle box, grab a throttle and gently slide it into the opening...everything looks ok... Dimensions are fine...plenty of room for the throttle...lets turn the box upright and drop the Throttle in...**CLUNK!!**...Hmmm...have to do Something about that I mused, but what?

Noticing the intent look on Michele's face and the look in her eye's that said 'I know, I know!' I asked 'what do you think dar!' she replied 'what about some wadding or something to cover it or both? How will you do it? I asked. The conversation quickly descended into the realm of sewing machines and making patterns out of paper so I held up my hand to

forestall any further haranguing or harassing and said 'you do that!' and left her to it while I went inside to bereft some beer bottles of their contents.

After many hours of doing mystifying things with the iron, ironing board & poor little bits of white paper she then turned her attention to the navy blue cotton material (which was to cover the throttle boxes) and some white wadding and proceeded to attack them with gusto using a pair of scissors, pins (for the purpose of pinning the poor little bits of white paper to the navy blue material & then the wadding) before finally turning her attention to the sewing machine and putting the whole concoction under the needle.

When a few more hours had passed and four more bottles of beer had been emptied of their contents she held up something that looked like A stuffed toy that had been disembowelled and asked 'what do you think'? I replied 'it looks like a stuffed toy that's been disembowelled' which was immediately followed by one of those frosty glares that had me thinking that Earth was not a safe place for me to be standing on. 'Look' she said grabbing one of the boxes and proceeded to wrap the disembowelled stuffed toy around it. After 2 minutes of intense Manipulation that would have done a chiropractor proud she presented to me a natty looking throttle box in navy blue that was padded on the inside and covered the outside as well! And it was all held in place by strips of Elastic, which ran under the box and kept the outside of the cover nice and taut.

Having expressed suitable gratitude we then retired to the track for another test, this time to see the throttle (which are Parma 45 ohm) Gripped by the wadding on the inside of the throttle box and slide down gently to base with only the faintest of thumps when it hit the bottom. After this triumph she decided to make a dust cover of the navy blue material and using more elastic, which ran down the outside and underneath thereby securing it to the throttle box. Finally the box was screwed (at the base) to a modified gutter bracket and mounted to the side of the track.

Sid Terry.

Michael Schumacher

out dragged by Fighter Jet Duel.



Michael Schumacher was beaten by a fighter jet in a special head-to-head challenge at an Italian Air Force base on Thursday.

The German star, aboard, in his championship-winning Ferrari F2003-GA, took on an Italian Air Force Eurofighter Typhoon in three sprint events, over distances of 600, 900 and 1,200 meters.

The two machines lined up for each race on parallel runways, before competing from a standing start. Under the rules for the event, the Eurofighter had to complete the distance on the ground, although after each run it then took off, circled and landed again.

In wet conditions, the superior acceleration of the F2003-GA enabled Schumacher to win the first sprint, completing the 600m in 9.4sec, 0.2sec ahead of the jet.

However, the sheer power of the Eurofighter, “driven” by IAF pilot Maurizio Cheli, ensured it won through in the other two events. The jet covered the 900m course in 13.0sec, beating the Ferrari by 0.2sec. In the 1,200m event the jet set a time of 14.2sec, which was 2.5sec faster than Schumacher.

“It was a very interesting experience,” said Schumacher. “I was glad to be here today – it was very impressive.”

The Eurofighter is a brand-new warplane that is being adopted by a number of NATO air forces.

NSW Racing Calendar 2004

7th February 2004

Princes Park

Host: - Eric Terry

13th March 2004

Verandahring

Host: - Chris Uttley

This meet was originally placed on the 6th, it has now been moved to the 13th March

3rd April 2004

Robs Raceway

Host: - Rob Thurlow

15th May 2004

Culver City

Host: - Steve Bushell

17th July 2004

Armchair Racer Enduro

Host: - Jim Berry

(RSVP through NSW Racing)

7th August 2004

Pymble Raceway

Host: - Mark Laverick

September

18th September 2004

Federation Park

Host: - Peter Drury

23rd October 2004

The Lightweight Mountain

Hosts: - Rod & Tim Holman

20th November 2004

Southside Speedway

Host: - Brad Cuneen

NSW Racing contact phone numbers: - Steve Terry 9864 – 8616, Sid Terry 9769 – 1925. It is recommended that all participants be financial club members and/or acknowledged guests of the host. All participants must remember that they are invited guests and should behave accordingly.



NEWS FEBRUARY 2004



REF. 50326 PRO TRUCK “BF GOODRICH”

The Mitsubishi Pajero competitor to race amongst the desert’s sand! The new RAID livery from NINCO is this spectacular Pick Up Truck, loaded with superb detail, specially in the load area. It is a rear traction truck, like the real ones, powered by the NC-7 “Raider” motor. Features Proshock (hard/yellow) suspension and Proarm guide, to go over mud and stone obstacles.



REF. 50327 AUDI TT-R “BELCAR”

A new decoration for one of the best Touring cars. Now featuring the new NC-5 motor, one of the most powerful of the market. As usual also fits soft slick tyres, 1500 GM magnet and guide with suspension.

www.ninco.com



NEWS FEBRUARY 2004



REF. 50328 SUBARU WRC “NEW ZEALAND” PRORACE

Just after the great success of the first Subaru ProRace, a new release comes to satisfy the most competition oriented enthusiasts thanks to the racing components featured: Improved chassis, NC-6 “Crusher” motor, hardened axles, double 4WD transmission, ball bearings, metric screws and gold OZ Racing hubs.



REF. 50330 SUBARU WRC “NEW ZEALAND” MUDDY

New Zealand rally is one of the most muddy ones, and this new version reproduces how the car finished the race, driven by Tommy Makinen. As usual comes with superb body and interior detail, realistic painting and printing, soft tires, 1500 GM magnet, 4WD transmission, guide with suspension and the new NC-5 super motor.

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NEWS FEBRUARY 2004

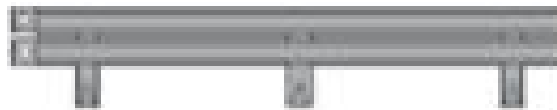
NINCO RACING COMPONENTS:

REF. 80715 4x HUBS PRO TRUCK

REF. 80838 CHASSIS PRO TRUCK

ACCESSORIES:

REF. 10219 12x CRASH BARRIERS (GREY)



x12

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CLUB LINES

Got something interesting to say? Write an article! Whether it is about your track, your favourite car or your latest race meet, put pen to paper and send it in.

clublines@scalextricaustralia.com

NSW Racing
Presents
The Next Event
At
Verandah-ring

Host: - Chris Uttley
Race Date: - 13/03/2004
Venue: - Verandah-ring

RSVP: - 06/03/2004
Contacts: - Sid Terry Ph 9769 – 1925 after 7pm
Steve Terry Ph 9864 – 8616 after 7pm
e-mail slartibartfast@optusnet.com.au

Event 1 Scalextric Minis Class 2
Event 2 F1 Class 4 SCX/Scalextric
Event 3 Scalextric Le Mans Class 5/SCX Le Mans Class 7/Ninco Le Mans Class 7
Event 4 Open Classic Le Mans – includes Ninco Classics, SCX Classics, Scalextric Le Mans Class 3 N/Mag – other manufacturers cars same era (non mag) eg MRRC, Carrera, Revell etc.
Event 5 Aussie V8's

Points

1st 5 points
2nd 3 points

10 laps/heat
2 heats/event
3 Deslots = DNF
2 Black Flags = DNF
1st Black Flag incurs one Deslot
Race leader has right of way in Chicanes and Crossover.
Track opens 5pm. Racing starts at 6pm
Supper provided, donation requested.



Code of Conduct

It is recommended that all participants be financial club members and/or acknowledged guests of the host. All participants must remember that they are invited guests and should behave accordingly.

Note: - The next event will be held at Robs Raceway on the 3rd of April 2004. As the publication of the next newsletter will be after the RSVP date please feel free to RSVP now at the above contacts. *NSW Racing*

This week on Slot Forum

Scalextric TVR T400R Review

There has been much UK hype about these cars. These are a Scalextric release firmly aimed at the UK market (after a glut of recent American aimed releases) and they also incorporate some new technical developments. These developments include a new guide system (much requested for) and for the first time, out of choice, Scalextric have put the engine in the front of the chassis.

These cars will be released by Scalextric in early October with the first two liveries being released as Sport Editions as well as standard editions. However I'm impatient and after finding out that a UK chain-store were releasing an exclusive set based on these TVR T400R I had to get hold of them.

The TVR T400R race in the British GT and race against Moslers and the Phoenix Scalextric Club (our own John Swords slot club) sponsored Ultima. The two liveries in the set are the Xavex and the Harman Kardon, which took part in the 2002 series. Firstly I commend the chain store for putting two race liveried cars in the set – the first time they have done this. However as they won't be on general Scalextric release you have to buy a set to get them!

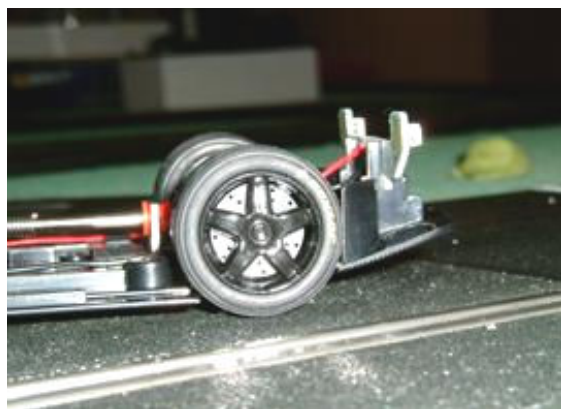


Outside

My first impression was – these are stunning models. Comparing them with photos from the British GT 2002 I felt the proportions and details of both these models was first rate and very accurate. The paint on both models was

beautiful – no bleeding, even clear coat with no dust and no 'orange peel' paint effect anywhere. All the tampon printings were extremely crisp allowing you to read the writing on even the smallest tampon. A nice job!

The details are high quality: 6 bonnet latches crisply painted; tow hook incorporated in to the rear end of the chassis; air intakes in the roof and bonnet (a separate piece) are structural; tampon printing on the Oz 5-spoked wheels (only on the Harman Kardon livery); nicely detailed and easily seen vented disk brakes; rivets structurally part of the body (not tampon printed) and side exhausts as separate structures.



The structural details on the body (rear wing, mirrors and wipers, lenses) are very securely attached and I could not remove them. They all survived a high-speed impact with concrete, but they might break in a crash during competitive racing. The cars have front (yellow) and rear (red) LED lights that seemed brighter than previous models. They dim/go off when power is released – I think Scalextric should add a battery back up (as per Fly) so the lights stay on. In overall looks I'd give these cars a A* and in my opinion Scalextric have upped the ante in detail terms and given the other manufacturers something more to aim for, if they are up for it!

Internal detail is a little more sparse: knee length driver (Slik noted that the driver has a new head that we have hassled Scalextric about for so long – thank you Scalextric (RIP Mr Blobby, 2003)) with speedometer and a roll

cage as visible details. I did not remove the cockpit so I only inspected it from the outside. However in my opinion this level of detail is more than adequate.

Inside

6 screws hold the chassis to the body – the two rear screws are longer than the others so don't mix them up. We've asked for same size screws before but I think the body shape restricts the size – however this could cause problems for the uninitiated. The body needs a bit of prising off the chassis as the wheel arches envelop the wheels at the bottom.

The chassis hold the now standard flat bar magnet and has two positions available. There is also 'whimps' space behind the guide for a button magnet. Plastic bushings hold the axle and drive train tightly in line although a bit of glue is always recommended to keep this firmly in place. The motors bracket is very secure and the motor does not budge – however gluing is as ever advisable. I found the drive train very smooth, with a 9 tooth plastic pinion meshing with a pre-greased (nice touch) 28-tooth crownwheel (3.1:1 ratio). The rear axle had slight side to side movement that I will space out and a bit of play in the bushings that should not cause too many problems. The front axle again has some side to side movement that I will space out and minimal vertical play (I prefer it that way).

The hubs and tyres were very true (round) straight out of the box and were very firmly attached to the axles. The rear tyres are of softer compound and much wider (10mm) compared to the front (8mm). The hub diameter for both front and rear is 9.5mm with 21mm tyres at the rear and 20mm in the front.

OK, to the guide system.

The guide sits all the way in the slot. The guide is a little deeper (5.1mm deep (from the braid holder)) than the previous blue ones (4.9mm). This results in a clicking as it goes over SCX/Classic track, so it needs a little trimming

that does not noticeably affect performance.

The braid holder comes out easily without the need to remove the rest of the guide – slide it forward and flip backwards. The rest of the guide is attached to the chassis with a screw (resulting in minimal guide sloppiness).

Performance

I did not have much track time but out of the box I found the car quick but more importantly very smooth. The magnet (in its rear position) kept the car firmly in the slot but when really pushed the car gave nicely controllable tail out action in the corners. Even if pushed to far the car fish tails very controllably and lets you recover easily – a by-product of the new guide system? I did not do any timing nor tuning and the only issue I could foresee was the ability to get flex in the body. As stated before the body wheel arches wrap round the bottom of the wheels and have minimal clearance so if the body flexes the body will rub on the wheels. This is more of an issue if you intend to run without magnets (which I do so will need to be resolved). Overall I had a lot of fun driving the car with the time I had and it will be getting a lot more track time.

Sum-up

Easy – get one! Unless you want to collect all the race liveries (I will be!) I'd wait the short time until Scalextric releases their liveries (De Walt and Harman Kardon from the 2003 British GT series) in Sport and standard edition. It will be worth the wait.



ENTRY IN THE STEVE MCQUEEN
COMPETITION
ALAN QUINLAN MEMBER NO 332

(This is a long article feel free to break it up.)

A Steve McQueen competition, what a great idea, a couple of years ago I wrote articles about Jo Siffert and the Le Mans movie, in which I wrongly identified the Ferraris as being 512Ms, they were really 512Ss. How about an article about the starthe Porsche 917? Get out your FLY Classics.

THE PORSCHE 917 UP TO 1971
Part 1
UP TO LE MANS 1970

Porsche first revealed the car at the 1969 Geneva motor show, on 13th March 1969 and three weeks later presented twenty five cars for inspection by the Commission Sportive Internationale de l'Automobile (of the FIA).

But how did it come about? After the 1967 LE MANS Race was won by the 7 Litre (427cu in) FORD GT, for the second year in a row, the FIA announced that from 1968 onwards a new sports car manufacturers' championship, entitled Le Championnat Internationale Des Marques would be introduced. One-off, two seat, Group 6 sports prototypes, limited to 3 litres, would compete with Group 4 competition sports cars, with a 5 litre limit, of which 50 had to be produced. This was intended to keep small manufacturers, such as Lola, in the competition, using American 5 litre pushrod engines. For homologation purposes, 50 cars could be made up with cars of less or greater engine capacity, but the cars racing would be limited to five litres.

Only a matter of weeks later Ford announced its withdrawal from racing, which they had intimated earlier in the season, having achieved their objective. The FIA's announcement in October 1967 was a shock, because it only left teams three months to prepare for the 1968 season. This resulted in the retirement of Chaparral and Ferrari. So the 1968 season was fought out between the Porsche in 2.2 and

3.0 litre form and John Wyer (Gulf oil sponsored) Ford GTs in 4.7 litre, (289 cu in) form to be stroked to 4.9 litres (302 cu in) as the season progressed and not a 351 cu in as stated in the box lid of the Scalextric Sport Gulf Ford GTs (351 cu in = 5.760 litres). The Wyer Ford GT won Le Mans and the championship in 1968 with a driver line up including Pedro Rodriguez and Lucien Bianchi, the Le Mans winners. Others were Jacky Ickx, Brian Redman, Australian Paul Hawkins and David Hobbs.

During the 1968 season in April the CSI announced a reduction in the quantity of units required for Group 4 homologation to 25 units for 1969 and the removal of a 650 kg weight limit for Group 6 prototypes. Also it was now not necessary for the fitment of a proper windscreen or road equipment (spare wheel etc.) for the prototypes. So Porsche introduced the ultra lightweight spyder version of the 908 3 litre. This would be adequate for most circuits. But power, low drag and lightweight would be required for Le Mans on Mulsanne Straight.



For 1969 Porsche introduced the ultra lightweight Spyder version of the 908.

Porsche kept a two valve per cylinder configuration to keep racing development in line with its road going car production. Four valve per cylinder 3.0 litre rivals were reaching higher RPM than the 8500 RPM limit of the Porsche 908 without adversely effecting their volumetric efficiency. Porsche was being left behind with a power disadvantage. And

Porsche technical director, Ferdinand Piech, wanted desperately to win Le Mans.

With the reduction in Group 4 quantity requirements, Piech, with backing from Volkswagen, who wanted to see Le Mans won by an air cooled engine, started work on a 4.5 litre version of the 908. It promised a return to power. At this time the CSI thought it had checked the increase of speed at Le Mans. So the 917 was kept secret until the Geneva motor show.

At the show the 917 was claimed to have 520 bhp (388kw) at 8000 rpm. Top speed was claimed to be 200 mph and offered in long tail and short tail form. It was given an ex factory price of 140,000 Deutschmarks.



The original Porsche 917 was a real nightmare for its drivers. With Frank Gardiner and David Piper being paid to drive it at the Nurburgring for its second race, the Porsche team drivers were in 908s.

The engine was a flat 12 cylinder. Pistons opposite each other shared a crankshaft journal to avoid the "compressive" effect in the crankcase, of a "boxer" layout. The engine was based on the 908, eight cylinder with four cylinders added. Because the 908 was a 3 litre, the extra cylinders gave 4.5 litres total capacity. The crankshaft layout also allowed fewer main bearings to be employed and this reduced friction. A gear was positioned midway along the crankshaft to take the main power output to a layshaft underneath it and through the clutch

to the gearbox. This layout avoided unacceptable torsional vibrations developing along the crankshaft.

The chassis was of argon welded aluminium tube space frame, a version of the 908's chassis. The first outing for the 917s was the Spa 1000 km, the 917s entered were long tail versions to be driven by Jo Siffert & Brian Redman and Udo Schutz & Gerhard Mitter. In practice, which was wet, the 917s were a real handful, twitching badly on the straights and using all the road in the corners. Siffert set fastest lap!

For the race Siffert & Redman transferred to a 908. The Schutz & Mitter 917 only lasted one lap, it dropped a valve. Siffert & Redman won the race in the 908 from third place on the grid.

The next race in the championship was the 1000km at the Nurburgring. Porsche brought only one 917 along with a number of 908s. The car for Siffert and Redman was one of the new 908/2 spyders, which proved to be more unstable than the 908 spyder. Siffert crashed the car in practice and drove the Salzberg 908 Spyder in the race. The manager of the BMW formula 2 team had released Hubert Hahne and Dieter Quester to drive the 917, but when the BMW directors heard their drivers were going to handle such an unproven brute they were horrified and put a stop to it! At the last minute David Piper and our own Frank Gardner flew from London to drive the car.

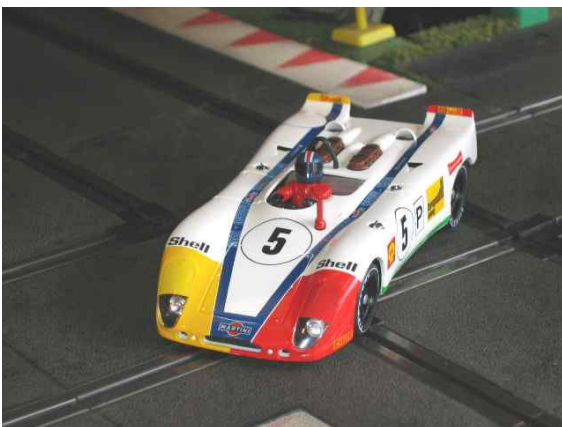
Porsche gave Gardner and Piper strict instructions to bring the car to the finish! The first thing Frank Gardner noticed when he sat in the car was an odd pressure gauge on the dash. He asked what it was for. "Ah herr Gardner to zat you vill pay grosse attention and ven der needle drops to zero you vill drive ze vagen mit care back to the boxen."

Frank then discovered the gauge was connected to the chassis tubes, which were pressurised with gas. If the chassis cracked the gas would escape and the pressure disappear. So the needle zeroed was a warning of a busted chassis frame. So Frank came back to the chassis engineers and explained that... "If this blardy thing zeroed I wasn't about to drive mit care back to the pits or anywhere and also for that matter I'd park it and walk."

David Piper says that Frank Gardner said in practice: "If we drop this lot Dave we'll be that far off the circuit we'll need a compass to find our way back!"

Piper just didn't want to know, after a few frights in practice and the race. The engine had a phenomenal vibration period at 5000 rpm that sent you numb and deaf for days. It was grossly overpowered for 10 in rims and long travel suspension. They finished eighth and received a healthy bonus from Porsche and an "Iron Cross". The Porsche team drivers didn't want to know the 917 either.

The works took two 917s to Le Mans. One 917 was clocked at 236mph along Mulsanne Straight in practice but this was overshadowed by the crash of the first customer 917, killing John Woolfe on the first lap of the race. Both of the works 917s went out with transmission failures, although The 917 of Vic Elford and Richard Attwood led for many hours. (Attwood decided to team up with Hans Herrmann, for Le Mans in 1970 because he felt that Vic Elford drove the 917 too fast, in 1969 and won). The other works 917 was driven by Rolf Stommelen and Kurt Ahrens. Other cars entered by the works were three 908 long tail coupes for Rudi Lins & Willibert Kauhsen, Schutz & Mitter and Hans Herrmann & Gerard Larrousse. A special long tail version of the spyder 908/2 was entered for Siffert & Redman.



The Porsche 908/2 proved to be unstable at the Nurburgring, when Jo Siffert crashed his in practice and had to use one of the Salzberg's

908/2 Spyderys. The 908 had originally been designed to use moveable ailerons.

The 917s at Le Mans appeared in long tail form with full width rear aerofoil with fully operating rear ailerons. As the car turned left and the body rolled on its suspension the left aileron would lift and vice versa. Moveable aerodynamic devices had been banned by the CSI since the Monaco GP in May but Porsche argued that the 917s had been homologated in this form, and that the 917 was dangerous to race with fixed ailerons. To prove the point Rolf Stommelen was sent out with ailerons fixed and the car looked highly unstable, which was easily achieved in a car with 550 bhp! Matra threatened to withdraw if Porsche raced with moveable ailerons but Porsche were allowed to race as they wanted.

La Ronde Infernale is a very good video of this race. See Mick Waite, he may have one left. I first saw the film at an AARC (Warwick Farm) organised film night in 1971. Ah those were the days! Moffat's Trans Am mustang, Janes Comaro, GTHOs, XU-1s and E38s!.... Norm Beechey's Monaro!

After Le Mans the 917s did not appear again with moveable ailerons. A little work was put into reducing anti dive from the front suspension settings, wider wheels were fitted and unsprung weight was reduced and better ventilated brakes were fitted.

In August 1969 a Spyder version of the 917 was completed known as the 917PA (Prototype America) for the Can Am series of races in Canada and the USA but that's another story.

On August 10th 1969 the 917 won its first race, the Austrian 1000 km race at the new Osterreichring. Two Porsche 917s with 15in rear rims and short tail body work, for Siffert & Kurt Ahrens and Richard Attwood & Brian Redman, entered in the names of David Piper and Karl von Wendt. The results were Siffert & Arhens first, Attwood & Redman third.

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New South Wales Racing Members Moments

Name: *Rod Holman*

Member Number: *18*

Occupation: *Television Studio Operator*

Age: *46*

Collecting since: *1989*

Joined Club: *1993*

Collection size: *260 (approx)*

***Most desired cars
not owned:*** *C48 Tyrrell Ford
Any Startex or Scalex
Any 60's Race Tuned
C64 Bentley
C65 Alfa Romeo
C41 Ferrari 330GT*

***Favourite cars
owned:*** *CK1 AC Cobra CK2 Porsche 904
C62 Porsche Spyder Race Tuned
All my Power Sledges
Tin Plate Ferrari Tin Plate Maserati
C46 Porsche 917K C60 Jaguar "D" Type
B1 Typhoon B2 Typhoon
C68 Aston Martin DBGT*

Other Hobbies: *Australian antiques Mountain biking
Woodworking Fishing
Speedway Holidays*

Comments: *Really hoping that the Club picks up more support for the
newsletter and local racing*